

Southern loop - Construction of a new loop facility from NC 18 Business to US 321 is presently under construction as a four lane divided road with an interchange at US 321. This will relieve congestion on NC 18 Bypass, US 321 and Norwood Street, making travel more direct and safe.

US 321 - NC 90 Connector - The US 321 - NC 90 Connector acts as an extension to the Southern Loop and makes travel between NC 90 and US 321 more direct. This facility would also help congestion on NC 18 and US 321, particularly where they intersect. Initially traffic would justify only construction of two lanes, however right of way should be purchased for an ultimate four lanes.

Lakewood Road - A three lane connector between Norwood Street and US 321 along Lakewood Road is proposed to relieve the NC 18 - US 321 intersection and make travel more direct.

NC 90 - NC 18 Connector - Construction of this connector would be long range and subject to future feasibility studies. It would serve as a logical continuation of the outer loop and would be a two lane road.

Hibriten Drive - Travel between NC 18, US 321 and the Southern Loop will be carried by Hibriten Drive, with minimum delays at US 321 due to the proposed interchange for this location. No widening is recommended.

Abington Road - NC 18 Connector - Travel between Abington Road and NC 18 will use this connector to go south on NC 18. A two lane road will be adequate for this purpose.

Pleasant-Hill-Road - A number of secondary roads connect US 321 with NC 18 in the Pleasant Hill Road area. The drive presently encounters a series of offset intersections, curves and a gravel road. The proposal would correct these conditions and result in a standard two lane facility.

Cedar Valley Road (SR 1127) - Accessibility to US 321 is provided via Cedar Valley Road. Traffic volumes do not justify widening.

Cajah Mountain Road - Cajah Mountain Road serves travel in the area immediately west of Hudson. No major improvements are recommended.

Crosstown System

The following streets carry traffic around and through the Lenoir downtown area:

Mulberry Street - A one-way operation with Main Street will work well on Mulberry Street out to the proposed Main Street Connector. From that point to Norwood Street two-way operation is recommended. No widening is proposed.

Main Street - A three lane connector to Mulberry Street is proposed so that Main Street can function as a one way street without widening up to Scroggs Street. Between Scroggs Street and US 321 Main Street will function as a radial facility.